

Caldbeck, Macgregor & Co.,
Wine & Provision Merchants,
15, Queen's Road Central.

SEE
POWELL'S

NEW SHIPMENT
OF
BABY CARRIAGES,
PERAMBULATORS,
GO-CARTS
with Sun Canopies and Rain
Hoods
NOW ON SHOW AT
**Alexandra
Buildings,
FIRST FLOOR.**



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WINE & SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure

Malt Whiskies distilled in

Scotland

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

PER DOZEN.....\$16.50.

Robert Porter & Co's

BULL DOG

BRAND

Guinness' Stout

IN PINTS AND SPLITS.

**A. S. WATSON & CO.,
LIMITED,**

ALEXANDRIA BUILDINGS.

VICTORIA -

CINEMATOGRAPH

PREMIER HALL OF HONGKONG.

ENTERS LER.

SISTERS COLEMAN.

NEW FILMS.

Hongkong, March 4, 1904.]

NEW MODEL
VICTORS

CAN BE PURCHASED
FOR **\$10** PER MONTH.
NEW RECORDS BY EVERY
MAIL.

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

THE CITY OF PARIS,

2, PEDDER STREET.

PHONE No. 536.

CHEAP SALE

20 %

OFF EVERYTHING.

MEMOS FOR MONDAY.

Miscellaneous.

Exchange Banks Close
Insurance Office Close
Goods per *Derwent* undelivered after
this date subject to rent.
Goods per *Manchuria* undelivered at
noon on this date subject to rent.
Goods per *Chiao Maru* undelivered at
noon on this date subject to rent.
Goods per *Perseus* undelivered after this
date subject to rent.
Goods per *Manila* undelivered after
this date subject to rent.

General Memoranda.

TUESDAY, August 3.—
Goods per *Indrapura* not cleared on
this date at 10 a.m. subject to rent.
Goods per *Kumang* undelivered after
4 p.m. this date will be levied.

WEDNESDAY, August 4.—
Goods per *Sumatra* not cleared at 4 p.m.
on this date subject to rent.
Goods per *Goeben* undelivered after
this date subject to rent.
Goods per *Arta Maru* not cleared on
this date subject to rent.

THURSDAY, August 5.—
10 a.m.—Action of Naval and Victualling
Stores, at H.M. Naval Establishments.
Transfer Books of Hongkong & Wham-
poa Dock Co., Ltd., close from this date
to 23rd August, inclusive.
Register of Shares of the Hongkong and
Shanghai Banking Corporation close
from this date to 21st Aug. inclusive.

TUESDAY, August 10.—
2.15 p.m.—Meeting of His Majesty's
Justices of the Peace at the Magistracy.
SATURDAY, August 21.—
Noon.—Meeting of The Hongkong and
Shanghai Banking Corporation, at the
City Hall.

The China Mail

HONGKONG, SATURDAY, JULY 31, 1909.

INTEMPERATE ATHLETICS.

Just at present there is a veritable
craze for Marathon races. In England,
Scotland, the United States, Canada,
Japan and some of the treaty ports of
China these races have been run while
others are in contemplation. Within
reasonable limits there is of course no
objection to be taken against these long
distance competitions, but unfortunately
the limits of reason have in too many
instances been passed. A few months
ago we drew attention to a joint letter
which three famous English doctors, Sir
Lester Bowden, Sir Thomas Barrlow and
Sir Alfred Terry, addressed to every Eng-
lish public school in which they said:
"We consider school and cross country
races exceeding one mile in distance as
wholly unsuitable for boys under the
age of nineteen, as the continued strain
involved is apt to cause permanent in-
jury to the heart and other organs."

In America the same attitude has
been taken up by Professor William J.
Crosby, gymnastic instructor of the
University of Pennsylvania. A com-
parative view is expressed by Mr. Crosby

Wentworth, a noted American authority
on sporting matters. He takes the
ground that an athlete has just so much
vital energy to use up, and that it does
not matter whether it is slowly burned
over a 25-mile course, or goes roaring up
in one desperate quarter-mile race. This
observation is apropos of the agitation
to reduce the standard length of Ameri-
can inter-university boat races from four
to three miles. Mr. Wentworth thinks three
miles just as much a strain as four, and
sees no sense in the proposal to limit it.
According to this argument, a man is as
likely to exhaust himself in a race of a
hundred yards as in a race of a
hundred miles, a conclusion that does
not appeal to one's common sense.
In further support of his argument it
may be recalled that Kinn, of Hamilton,
Ontario, competed in the 100 yards and
the 220 yards at the last Olympic
games in London, both races taking
place in the same afternoon. He was
only a foot or so behind the winner in
the one, and he won the other. It
would be absurd to expect that a man
like Smaus could run a ten-mile race
and a fifteen-mile race, and do both
near record time in the same day. To
do himself justice this runner would
want an interval of a week to elapse
between the races. The facts, therefore,
appear to be against Mr. Wentworth's
theory, even when applied to "matured
athletes, and his reasoning is positively
vicious when urged in behalf of boys
who wish to emulate the exploits of
hardy adults. The records show, more-
over, that the infant prodigy in athletics,
as in most other spheres, amounts to
little in after-life. Canadian papers
also point to the case of Pearce, who
made the remarkable run from Hamilton
a couple of years ago. He has not broken
any records since.

Prof. Crosby, who has been through
the mill himself, describes the symptoms
of distress in long-continued efforts:
"There is a pounding in the
temples; sparks and flashes of light
appear before the eyes; ringing noises
are heard; the chest feels as if it were
oppressed by a weight, and the air
inhaled has a burning sensation. When
one becomes fatigued under the
influence of enforced running, the face
takes on a leaden hue. In no case
should one be permitted to continue
running when this condition presents
itself, as it means the beginning of
asphyxia. Often when a runner is
almost exhausted, when the head feels
as if bound by an iron band, when he is
almost unconscious of passing events, he
will still force the tired legs forward un-
til they refuse to act, and he falls to the
ground exhausted or in a faint."

Perhaps, as Professor Crosby sug-
gests, the sporting press and newspapers
generally are to blame in promoting
this Marathon craze. He mentions the
case of a race organized by a Pittsburg
paper not long ago, in which there were
4,900 entries for a ten-mile struggle.
Not one of the starters was more than

sixteen years old. He thinks it incredi-
ble that all of the contestants, or
indeed, most of them, could have been in
first-class physical condition. Perhaps
ninety per cent. of them were attracted
to the contest by the publicity given it
by the newspaper. Readers were told
of the wonderful exploits of ex-writers,
ex-bagpipers, and ex-clerks, whose
athletic prowess was unknown before
the Marathon boom. The result is that
many a boy who could not run 100
yards in 18 seconds becomes seized of
the conviction that there lies concealed
in him the ability to continue running
long after the brilliant sprinters have
fallen by the way. Hours that should
be passed in sleep, or rest are spent in
training for the long grind, with the
result that the system is enfeebled, and
the young runner falls an easy prey to
disease. As a Canadian contemporary
discussing this question sagely remarks,
the jockey clubs of the world take care
that young horses are not allowed to
run any but short distances: surely
boys are as important as colts. Like
other things the Marathon craze will
run its course and die away: let us
hope it will not leave too many wrecks
in its wake.

NEWS OF THE DAY.

At the Sanitary Board meeting on
Tuesday afternoon correspondence will be
read relative to the Retrenchment Com-
mittee's report.

The proposed exhibition for South
China referred to in Viceroy Chang's
speech at the Chinese Club's reception
yesterday is to be held in Shanghai, prob-
ably next year.

The American Consulate-General at
Hongkong circulated to-day the following
telegram received from the Manila Obser-
vatory—July 31, 1909, at 10.30 a.m.
cyclone or typhoon, E. of Naha, moving
N.E.

Arrangements have been made by
which the steamers of the E. and A. mail
line will convey from Queensland ports to
Manila shipments of frozen meat, and the
Aldenhurst, which sailed from Sydney on
July 10th, for Manila, China and Java,
called at Gladstone, Queensland, to receive
the consignments. It is stated that she is
the first vessel of the E. and A. line to
make a call at Gladstone. The steamers
Empire and *Eastern* will in future load
frozen meat at Brisbane for Manila.

Mr. Winston Churchill is using "al-
literations artful" aid as well as a fair
amount of invective in the speeches he is
making on behalf of the Budget. Speaking
in the City Liberal Club he declared that
the Government's financial proposals were
being encountered by

"The awful wall of the wealthy wastrel."
The dismal dirge of the dilapidated duke.
The protest of the substantial citizen who
was angry at having to pay his share; and
The harsh gibberish of Mr. Rudyard
Kipling, who was astonished at having
been invited to contribute towards the
Dreadnoughts for which he had yelled.

The recent gathering of notable jour-
nalists from all parts of the Empire re-
minded us, says the *Law Journal*, that
after the Crown, the two definite bonds
which really unite the whole Empire
are the Press and the Law. It is
through the English Parliament, as the
supreme legislative power, and the Judicial
Committee of the Privy Council, as the
supreme judicial power, that unity on most
questions of vital interest is preserved in
all these scattered countries. The Privy
Council administers a bewildering number
of legal systems, but it applies in all its
decisions and through them enforces upon
all the Courts of the Empire the same prin-
ciple in the conduct of legal affairs and one
standard of justice. The Press, on the
other hand, does much to give force to these
influences among the various populations
which it serves.

The first of a series of open-air musical
evenings in connection with the Catholic
Union will be given on Wednesday evening
by the band of the Buffs, under Band-
master Hewitt, by kind permission of
Lieut. Col. R. Byard, D.S.O. and Officers.
The concert will be given in the spacious
compound of the Roman Catholic Cathedral
and will, no doubt, be greatly appreciated.
The programme will be as follows:
Grand March, "Rienzi," Wagner; Ori-
ture, "Masse de Saint-Etienne," "A
Waltz Dream," Strauss; Piccolo Solo,
"Lullaby," Jones; Gavotte, "Weymouth
Chimes," Hoggill; Selection, "Faust,"
Gounod; Brass Quartette from "Statut
Mater," Rossini; Value, "Songe d'An-
tonio," Joyce; Sketch, "Hunting Scene,"
Bacallacci.

SOCIAL AND PERSONAL.

Col. Prior, of the 13th Rajputa, sor-
passed by his wife and daughter, has gone
up to Japan on short leave.

His Excellency the Governor has been
pleased to recognise, provisionally, and
pending the receipt of His Majesty's
Exequatur, Mr. T. Yamatsu as Consul for
Japan in Hongkong.

His Majesty the King has approved of
the appointment of the Hon. Mr. A.W.
Brewin to be an official member of the
Executive Council, during the absence on
leave of the Hon. Dr. J. M. Atkinson.

The Rev. R. F. Johnson, Senior Chaplain
of St. John's Cathedral, who has been in
rather indifferent health of late, has gone
on a trip to Japan and Korea. He left
by the N.D.L. steamer *Kleist* for the north.

There is a notification in the *Gazette* that
Mr. A. E. Wright has been deputed by His
Excellency the Governor-in-Council to act
on behalf of the building Authority in
connection with dangerous buildings during
the absence on leave of Mr. T. L. Peking.

His Excellency the Governor has been
pleased to appoint Lieut. C. W. Beckwith,
R.N., to act as Harbour Master, Marine
Magistrate, Emigration and Customs Officer,
Registrar of Shipping, Super. of the Gun-
powder Depot, Collector of Light Dues
and Super. of Imports and Exports during
the absence on leave of Commander Basil
Taylor, R.N.

OVER THIRTY-FIVE YEARS.

IN 1872 there was a great deal of ill-
ness in the country and infantile cholera.
It was at this time that Chamberlain's
Cough, Cholera and Diarrhoea Remedy was
first brought into use. It proved more
successful than any other remedy or treat-
ment, and has for thirty-five years been
valued as the best of all remedies for
all ailments of the bowels. When the bowels
are ill-regulated, or when there is any
other ailment of the bowels, the remedy is
valued, although they have other ailments
that pay them a greater price. For
sale by all chemists and druggists.

WHAT IS BRANDY?

Important Hongkong
Prosecutions.

Charges of selling "brandy" not of the
nature demanded, in contravention of the
Food and Drugs Ordinance, were, at the
Magistrate's Court, before Mr. F. A. Hase-
land, preferred against three defendants—
Mrs. Elizabeth Meyer, licensee of the
Colonial Hotel, Tai Sing, compradors, of
Queen's Road; and Chuen Chung, com-
prador, of Arsenal Street, the two latter
holding grocer's licenses. Defendants were
also charged under the Liquor License
Ordinance with selling adulterated brandy.
Mr. F. T. L. Bowley, Crown Solicitor,
presented in all the cases; Mr. John
Hastings defended Tai Sing and Chuen
Chung; and Mr. P. S. Dixon, from Mr. R. A.
Harding's office, was for Mrs. Meyer.

Mr. Bowley stated that on the 7th of July
Inspector Gourlay, acting as Inspector of
Weights and Measures, went to each of the
three premises mentioned and purchased
a bottle of "brandy" selected in each
case the particular kind required. The
bottle obtained at the Colonial Hotel had
a very beautiful label decorated in gilt
with stars and describing the contents as
"very fine old brandy." Several medals
obtained at exhibitions were represented
by illustrations, and altogether the label
was well got up and very much decorated.
The price paid for the bottle was \$1. At
Tai Sing's shop the Inspector paid 50 cents
for a bottle, which was also represented as
containing three-star brandy, the label be-
ing decorated, and the contents described as
"extra superior old brandy." On this
label also were representations of several
medals. At Chuen Chung's shop the In-
spector bought a bottle for 65 cents,
this being labelled as "fine old cognac,"
there were three stars on it; it was called
the Eagle Brand, and there was on the
label a rather elaborate representation of
the leaf of a vine. It was quite clear that
all the bottles were sold as containing
brandy. The standard of brandy was that
it must contain 80 grammes of ether in
every 100 metres of spirit. It was the
other contained in brandy that gave it its
peculiar stimulating effect. A spirit with-
out ether was not brandy at all. It was
not suggested by the prosecution that
there was anything at all injurious to
health in any of the bottles purchased, nor
was it suggested that their contents had
been adulterated by water so as to increase
its bulk. But the analysis showed that
the bottle sold by Mrs. Meyer contained at
least 73 per cent. of spirit which was not
derived from the juice of the grape, that
sold by Chuen Chung contained 49 per cent.,
and that by Tai Sing 84 per cent. The per-
centage of solid matter in each bottle was
normal, but the percentage of free acid was
very low indeed, and when that was low the
other also was low. The alcoholic strength
and degree below proof were 12.8 in the
case of the Colonial Hotel, which was
quite sufficient; in the case of Tai Sing the
alcoholic strength was 28.7, which was
below the standard allowed by 1.7 per
cent., but no weight was attached to that,
because a margin of two per cent. either
way was not objectionable. Chuen Chung's
was 20 per cent. below proof, which was
also well within the quantity allowed.
What it all came to was that the brandy
had been adulterated by pure alcohol, in
order to cheapen it.

Inspector Gourlay then gave evidence
of his purchases. Cross-examined by Mr.
Hastings he denied asking for the cheaper
brandy at Tai Sing's; he simply asked for
it because he had not seen the label before.
Further testimony, save it that you should
him upon the cheapest?—I was surprised
at the price when he told me that it was
50 cents.
I suppose you knew that Hennessy's and
Martell's were high price brandies?—Yes.
And you carefully avoided these?—I did
not want them.
Did you expect to obtain pure brandy
obtained solely from the juice of the grape
for 50 cents?—I thought it could not be
so for 50 cents.
Cross-examined by Mr. Dixon, witness
said Mrs. Meyer told him that she obtained
the brandy from Messrs. Reiback and Co.
Witness did not suggest that Mrs. Meyer
adulterated the brandy; that would have
been impossible, as the bottle was sealed
with a label.
Mr. F. Browne, Government Analyst,
also gave evidence, and put in his certificate
of analysis.
Mr. Hastings—You say in your certificate
that it contains a certain percentage of
spirit not derived from the juice of the
grape; are you prepared to say what it is
derived from?—I am not.
Is it extremely difficult, or impossible,
for an analyst to tell from what the spirit
in brandy is derived?—It is possible from
the ethers to say how much is brandy
spirit.
Is it not possible that the ethers may be
reduced in quantity by other reason than
what you have given us?—No, not below
80 degrees. Brandy cannot be regarded as
genuine unless it contains 80 degrees of
ethers.
In the manufacture of brandy water is
always added; isn't it?—Yes.
Supporting the water added is slightly
alkaline would it not seriously affect the
ethers in the brandy?—Not seriously.
But it would affect it?—To a trifling and
unimportant extent.
Have you ever tried the experiment?—
No, but I know the experiment.
Do you agree that in the present
state of knowledge it is impossible to tell
from an analytical point of view the origin
of the spirit in brandy? Modified to some
extent, I do. I agree that you cannot tell
the source of the alcohol spirit in brandy.
Mr. Browne said many eminent authori-
ties were divided on the matter, and at His
Excellency's request he said he would bring
these opinions before his notice.
The cases were adjourned until Wednes-
day, August 1st, at 2.15 o'clock.

TAKE A VACATION.

NOW is the time to take a vacation, to
go into the woods and mountains and
visit the seashore, but do not forget to
take a bottle of Chamberlain's Cough,
Cholera and Diarrhoea Remedy along with
you. It is almost certain to be needed,
and cannot be obtained on railroad, train
or steamship. It is too much of a risk
for anyone to leave home on a journey
without it. For sale by all chemists and
druggists.

SPAIN'S DISASTROUS
WAR.

75,000 TROOPS DEMANDED.

Rioters Shot Down in Barcelona.

(Reuter's Service to the China Mail.)
London, July 30.

It is officially announced in Madrid
that the main body of rebels at Barcelona
were driven in a corner by the cavalry
and then bombarded by the artillery.
They surrendered after suffering heavy
losses.

Only a few small bands of rioters in
the neighbouring villages remain.
The situation at Meilla is described
in Madrid as of the most critical
nature. General Marina has demand-
ed 75,000 further reinforcements.

SPANISH QUEENS IN
FRENCH TERRITORY.

PREPARED FOR EVERY
EMERGENCY.

(Reuter's Service to the China Mail.)
London, July 31.

Despite reassuring statements in
Madrid general pessimism prevails
regarding the outcome of affairs in
Morocco.

Queen Victoria and Queen Christina
are visiting Bayona, on the French
frontier and it is stated that the length of
their stay depends upon events, but
they are prepared for every emergency.

THE FRENCH NAVY.

SWEEPING CHANGES TO BE
MADE.

(Reuter's Service to the China Mail.)
London, July 31.

The French Cabinet has decided that
radical changes on an unprecedented
scale shall be made in the higher
personnel of the naval administration,
while a number of new appointments to
commands afloat will be made.

THE MACAO BOUNDARY.

(Wah Tai Yat Po's Service.)
PEKING, July 30.

The Board of Foreign Affairs has
telegraphed to Imperial Commissioner
Ko Erh Chen that in the Macao delimita-
tion negotiation he must firmly adhere
to the boundaries prescribed in the
old treaties in order to regain possession
of the lands that have been encroached
upon.

CHINA AND THE CONGO.

(Wah Tai Yat Po's Service.)
PEKING, July 30.

The Board of Foreign Affairs has
directed the Chinese Minister in
Belgium to make a commercial treaty
with the Congo Free State.

TANG SHAO-YI.

(Wah Tai Yat Po's Service.)
PEKING, July 30.

It is believed that Tang Shao-yi will
shortly be appointed Vice President of
the Board of Foreign Affairs.

CHANG CHIH-TUNG AND
THE CANTON RAILWAY.

(Wah Tai Yat Po's Service.)
PEKING, July 30.

Chang Chih-tung has tendered his
resignation of the post of Director-
General of the Canton-Hankow railway
on the ground of ill-health.

Very interesting are the letters and pre-
ludes which the retiring Viceroy of
Canton wrote concerning the scheme, but
pressure on our space precludes our re-
peating them.

A GOOD SUMMER REMEDY.

At this season diarrhoeas and dysentery
are always prevalent. Chamberlain's
Cough, Cholera and Diarrhoea Remedy is
the best medicine obtainable for trouble of
this kind. For sale by all chemists and
druggists.

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JAPANESE MERCHANTS
TO STUDY CHINA.

(Independent News Agency's Service to
the China Mail.)

Tokyo, July 30.

Baron Oura, Minister for Agricul-
ture and Commerce, in a speech just
delivered, advised industrial business
men to travel and study present con-
ditions in China.

KOREAN CENTRAL
BANK.

(Independent News Agency's Service to
the China Mail.)

Tokyo, July 30.

The preliminary arrangements for
establishing a central bank in Korea
have been completed. With regard to
the distribution of shares, the direc-
tors will be prepared to receive
applications in the middle of next
month.

ACCIDENT TO H.A.L.
ANDALUSIA.

(Independent News Agency's Service to
the China Mail.)

Tokyo, July 30.

The Hamburg-America liner *Andalusia*
went aground in Tokyo Bay
on Wednesday but was floated off
without difficulty on Thursday.

HONGKONG UNIVERSITY.

Further papers relating to the proposed
establishment of a University in Hongkong
were circulated to-day. From them we
gather that the committee which has
charge of the scheme consists of H.E.
the Governor as chairman, the Bishop of
Victoria, the Colonial Secretary, the
Colonial Treasurer, the Director of Public
Works, the Registrar General, Hon. Sir
C. P. Chang, Mr. H. N. Mody, the Director
of Education, the Hon. Dr. Ho Kai, Hon.
Mr. Wei Yik, Mr. Lau Chu Pak and Mr.
Clement. The Chinese sub-committee
which is collecting subscriptions comprises
over one hundred leading Chinese gentle-
men in the Colony.

One of the first resolutions passed by
the committee was that the fees charged
to students should not exceed \$800 per
annum—maintenance being about the
same. The Secretary of State for the
Colonies has gladly approved of the free
gift of the site proposed for the University,
but in view of the great demands made
upon the English Treasury cannot hold out
any hope of financial support from the
Home Government. His Excellency the
Viceroy of India has also regretted the
inability of the Indian Government to
contribute.

The subscriptions or promises towards
the Endowment Fund are as follows at
this date including a subscription (just
announced) of Rs. 10,000 by the Chinese
Government—
By Chinese residents of Hong-
kong, \$174,250
By Mr. Li Hing transferred to the
Medical College, 50,000
By Chinese residents in Saigon, 39,000
By Newchwang, 1,45

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To Sail on	REMARKS
SHANGHAI	CALEDONIA	About 6th August	Freight and Passengers.
LONDON, via Suez	DELI	1st Aug.	See Special Advertisement.
LONDON & ANTWERP	SARDINIA	About 11th August	Freight and Passengers.
For Suez, P. & O. S. N. Co. Ltd.	For Suez, P. & O. S. N. Co. Ltd.		
SHANGHAI, KOBE, YOKOHAMA	BORNEO	About 18th August	Freight only, and YOKOHAMA.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.
31 DAYS HONGKONG TO VANCOUVER.
SAVING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.	Connecting with Royal Mail Atlantic Steamers.
From Hongkong:	From Quebec:
EMPERESS OF JAPAN	EMPERESS OF BRITAIN
SATURDAY, August 14th	FRIDAY, Sept. 10
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, Sept. 4th	FRIDAY, Oct. 1
EMPERESS OF INDIA	EMPERESS OF IRELAND
SATURDAY, Sept. 25th	FRIDAY, Oct. 22

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.
The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government.
Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.
R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port £43.
Via New York £45.
For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	Tons	Captains	To Sail
RYGJA	2825		End of July.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further Information, communicate with or apply to

S. SILVERSTONE, Agent

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ-CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	To Sail, 1909.
SHANGHAI, KOBE and YOKOHAMA	TOKIN	CHARNOCK	August 2, p.m.
MARSEILLES, via Port-au-François, CALEDONIE, OZANOVIA			August 3, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	AUSTRALIEN	X.	August 16, p.m.
MARSEILLES, via Port-au-François	ERNEST SIMONS, GERALD		August 17, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for LIVERPOOL, COVENTRY and BLACK SEA. Through Bills of Lading issued to all European, North American and British Ports. Through Bills of Lading issued to all European, North American and British Ports. Through Bills of Lading issued to all European, North American and British Ports.

For further particulars, apply to P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK. TAKING Cargo at through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports. Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
For Shanghai, Yokohama & Kobe	For Havre, Rotterdam, Bremen & Hamburg
S.S. SUEVA 13th Aug.	S.S. HEGOVIA 3rd Aug.
S.S. C. FRED. LAMBEZ 17th Aug.	For Antwerp, London & Hamburg
S.S. AMBRIA 27th Aug.	S.S. SAMBIA 13th Aug.
S.S. NIOBEDIA 30th Aug.	For Marseilles, Havre & Hamburg
S.S. LIBERIA 10th Sept.	S.S. BLAYONIA 18th Aug.
	For Havre, Bremen & Hamburg
	S.S. ANDALUSIA 1st Sept.

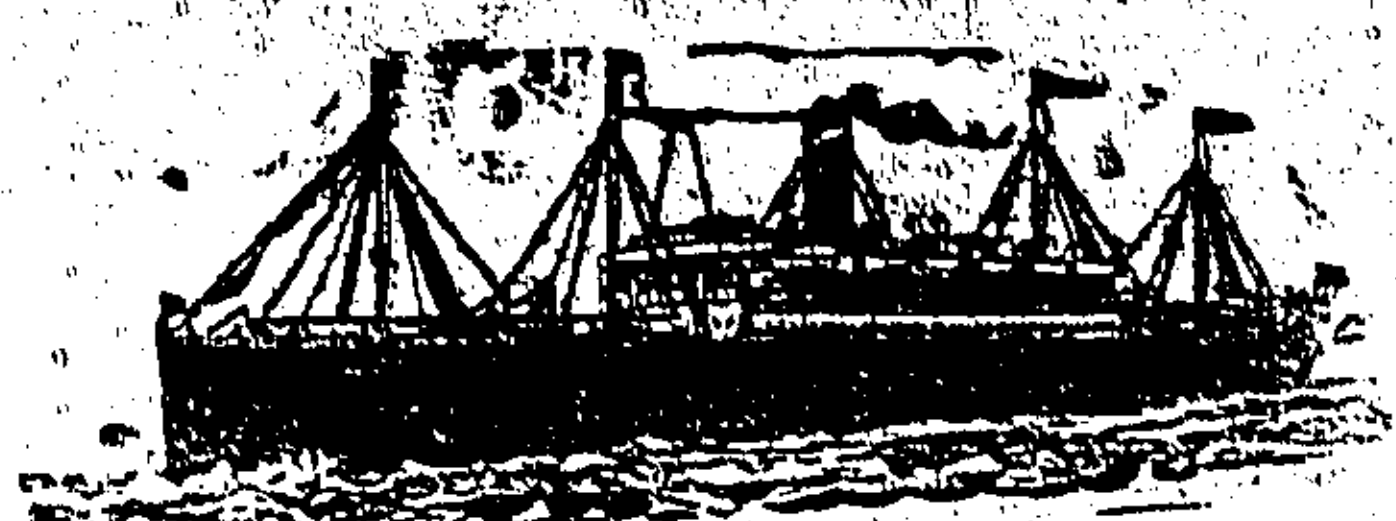
For further particulars, apply to HAMBURG-AMERIKA LINIE, Hong Kong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). SAILING DATES, 1909.

CHIYO MARU	21,000 Tons	SATURDAY, 7th Aug., at Noon.
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* Two Screws. * Triple Screw Steamers.

The S.S. CHIYO MARU will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 7th, at Noon.

Fares: Hongkong to London £71. 10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports £43.

via New York £45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1909.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SANUKI MARU, Capt. K. Homma, Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
	AWA MARU, Capt. A. Reith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, NAGASAKI, KOBE and YOKOHAMA.	YAWATA MARU, Capt. T. Sekino, Tons 5000	FRIDAY, 6th August, at Noon.
	NIKKO MARU, Capt. M. Tani, Tons 6000	FRIDAY, 6th Sept., at Noon.
KOBE and YOKOHAMA.	YAMATO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 6th Aug., at Noon.
BOMBAY, via SINGAPORE and COLOMBO.	TOYOMI MARU, Capt. R. Smith, Tons 4000	MONDAY, 9th Aug., at 5 p.m.
SHANGHAI AND KOBE.	TEGAI MARU, Capt. B. Ron, Tons 4500	FRIDAY, 13th Aug., at Noon.
KOBE & YOKOHAMA.	MIYASAKI MARU, Capt. T. Mural, Tons 9000	FRIDAY, 27th Aug., at 5 p.m.

* Fitted with new System of wireless telegraphy. * Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's newly built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:-

Mishima Maru (Capt. A. E. Moses) About Wed., 25th Aug.

Atsuta Maru - (Capt. Wm. Thompson) About Wed., 22nd Sept.

Miyasaki Maru (Capt. W. Bainbridge) About Wed., 20th Oct.

Kitano Maru - (Capt. F. E. Cope) About Wed., 16th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS.

BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st class \$120 \$110 \$100 \$90.

2nd class \$80 \$70 \$60 \$50.

With option of Rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

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MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—SAGAMI, KORE, JAPAN.

BRANCHES—NAGASAKI, SHIMIZU, YOKOHAMA, JAPAN AND HONGKONG.

DAY'S ADDRESSES:

MIYASAKI, applying to Head Office and Shimizu branch.

YUTAKA, applying to Hongkong Branch only.

A. B. C. Box 2000, Hong Kong.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUPO, MANAGER, HONGKONG.

4th Floor, No. 9, CONNAUGHT ROAD.

Telephone 794.

1489

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail
SHANGHAI, via SWATOW, LOCHING		SUNDAY, Aug. 1, Daylight
SHANGHAI, via SWATOW, LOCHING		WEDNESDAY, Aug. 4, at Noon
SHANGHAI, via SWATOW, LOCHING		THURSDAY, Aug. 5, at 4 p.m.
SHANGHAI, via SWATOW, LOCHING		FRIDAY, Aug. 6, at 4 p.m.
SHANGHAI, via SWATOW, LOCHING		FRIDAY, Aug. 6, at 4 p.m.
SHANGHAI, via SWATOW, LOCHING		SATURDAY, Aug. 7, at Noon

RETURN TOURS TO JAPAN, Occupying 34 days.

THE steamers Kuremaru, Naniwa, and Fushimi leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze River, Chong, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 61.

JARDINE, MATHESON & Co., Ltd., General Managers.

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CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
SWATOW, WEI-HAI-WEI, CHEFOO & HONGKONG		August 1, Daylight
SHANGHAI		August 1, Daylight
TSINGTAO, OHEPOO & NEWCHOWANG		August 2, at 4 p.m.
SWATOW, AMOY & SHANGHAI		August 3, at 4 p.m.
CEBU & ILOILO		August 3, at 4 p.m.
MANILA, ZAMBOANGA, PT. DAIWIN, CAGAYAN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH		August 12, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA-TWIN-SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

PAST SCHEDULE TWIN-SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 68.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBE, FITZPATRICK, SHIMIZU & YOKOHAMA.

SEATTLE MARU, Capt. E. R. Hutchinson, 4,416 tons, Saturday, 31st July, at Daylight.

Do.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For

SWATOW, AMOY & TAMSUI, Capt. H. Murayama, SUNDAY, 1st Aug., at 10 a.m.

ANPING, via SWATOW and SOUSEI MARU, Capt. T. Sugi, WEDNESDAY, 4th Aug., at 10 a.m.

AMOY, Capt. Y. Kaboraki, SUNDAY, 8th Aug., at 10 a.m.

A special reduction of 20% on 1st and 2nd Class Fares to Fuchow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: 'Crossing Wave' and 'Evening Star'—first-class cabins—AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1909.

T. ARIMA, Manager.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

NAPLES, GENOA, ANZERS, PRINZ LUDWIG, WEDNESDAY, 11th Aug., at Noon.

CHARTERED, 'BOTHAMPTON', Capt. F. v. Blicher.

TOM, ANTWERP & HAMBURG.

SHANGHAI, NAGASAKI, RUELOW, About WEDNESDAY, 11th Aug.

KOBE AND YOKOHAMA, Capt. F. Prosch.

MANILA, YAP, NEWGUINEA, COBLENZ, FRIDAY, 13th August, at 10 a.m.

BRISBANE, SYDNEY AND Capt. H. Raugener.

MELBOURNE.

KUDAT AND SANDAKAN, BORNEO, Beginning of August.

For further Particulars, apply to Norddeutscher Lloyd.

MELOCHERS & CO.

General Agents, Hongkong & China.

1489

Shipping.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

STUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

SILBIA.

Captain RABENHOF, will be despatched at about 10 or about WEDNESDAY, the 3rd of August.

This Steamer has capital accommodation for passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Prince's Buildings.

Hongkong, July 23, 1909.

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CHARGEURS REUNIS CO. FRENCH STEAMSHIP COMPANY.

REGULAR FRIGATE SERVICES.

To SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route, thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL DUPRE, 10,000 Tons, will be despatched for SAN FRANCISCO and other above destinations on or about the 19th September.

For further particulars, apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1909.

517

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

The full Band of the 13th

Rajputs will play, at the above

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) 2 days earlier	Due Perthmouth (London) 1 day later
Steamer	Leave	Steamer	Due	Due
ARADIA 7000	Feb. 19	CHINA 8000	March 5	March 11
ASSAYE 7500	Feb. 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	CHINA 8000	April 2	April 8
MADEIRA 10500	March 19	CHINA 8000	April 16	April 22
DELHI 8000	April 2	CHINA 8000	April 30	May 6
DEVANAH 8000	April 16	CHINA 8000	May 14	May 20
ASSAYE 7500	April 30	CHINA 8000	May 28	June 3
DELTA 8000	May 14	CHINA 8000	June 1	June 7

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (Including Surtax):

1st Saloon	£71.10 Single	£106.14 Return
2nd "	£43.8	£72.12

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SYRIA 4800	January 28	March 12
RYANZA 4800	February 9	March 23
BUNDA 4870	March 23	May 7
MALTA 4870	April 6	May 20
BARDINA 4870	May 20	June 13
NORE 4870	June 13	July 7

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

Fares to London (Including Surtax):

1st Saloon	£25.0 Single	£32.10 Return
2nd "	£13.10	£17.4

* Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT,

Superintendent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	August 1	19th August, at Noon
EMPIRE	August 21	19th Sept., at Noon
EASTERN	Sept. 21	19th Oct., at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, November 1, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of August	SHANGHAI	First half of August
TJIBODAS	JAPAN	Do.	JAVA	Do.
TJILIWONG	JAPAN	Second half of August	JAVA	Second half of August
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SAIRO	2540	R. Bridges	Manila	SATURDAY, July 31, at 5 p.m.
SUBI	2540	R. W. Almond	Manila	SATURDAY, Aug. 7, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG-SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	LEAVING
RAIMUN	SWATOW	SUNDAY, 1st Aug., at 11 a.m.
HAICHING	SWATOW, AMOY & FOCHOW	TUESDAY, 3rd Aug., at 2 p.m.
RAITAN	SWATOW, AMOY & FOCHOW	FRIDAY, 6th Aug., at 3 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Black Pier).

A reduction of 20 per cent on First-Class Fares to Fochow will be made during the months of July, August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJIL.
KOBE, YOKOHAMA, HONOLULU AND
SALINA CRUZ (MEXICO).

sails 1909.

s.s. America Maru - 5000 tons gross Aug 30th, at noon

s.s. Hongkong Maru - 6000 " " Oct. 26th, at noon

s.s. Manshu Maru - 5000 " " Dec. 10th, at noon

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

RAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: 10, DE VRIES ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

Hongkong, April 4, 1908.

GREAT NORTHERN
STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG

AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

Calling at Keelung.

MINNESOTA, Captain H. W. RAYNES, MONDAY, 2nd August

Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern

Pacific Railway for all points in the United States and Canada; also with

Atlantic Steamship Lines for all points in Great Britain and on the Con-

tinental. Direct connection at Hong Kong for Manila, Straits Settle-

ments, Java, India, London and Paris.

GILKURIOUS PASSENGER ACCOMMODATIONS—Single and Double

(all single rooms), Main room, Library, Smoking room, Nursery, Laundry, Tele-

phone, etc. Cabin passengers may travel by rail if desired between ports of Yok-

ohama, Kobe and Nagasaki, without extra charge.

For convenience of country passengers, through tickets are interchangeable with

regular and low-fare tickets between Japan, China and Hong Kong.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEK, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.THE Steamship DELHI, Captain
G. W. GORDON, a.s.s., carrying the
Majesty's Mail, will be despatched from
this for BOMBAY, etc., with Passengers
and Mails, on SATURDAY, the 7thAugust, 1909, at Noon, taking Passengers
and Cargo for the above ports in connection
with the Company's Steamship, Manilla,
11,000 tons, from Colombo. Passengers
accommodation in which vessel is secured
before departure from Hongkong.Silk and Valuable all Cargo for France,
and for London and Liverpool, will be
traded up to Colombo into the mail
steamer, proceeding to Marseilles and
London; other cargo for London, etc., will
be conveyed from Bombay by the R.M.S.
Oceano, due in London on the 19th Sep-tember, 1909. Passengers will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, July 24, 1908.

Notice to Consignees

INDRA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

The Company's Steamship, Indraprastha, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s Godowns and/or extra Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd August, at 10 a.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All Damaged Packages must be left in the Godowns, where they will be examined at 9.30 a.m., on 3rd August.

No claims will be admitted after delivery of goods have been effected to Consignees, and claims must be presented within ten days of steamers arrival here otherwise they will not be recognized.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 27, 1909.

948

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship GOEBEN, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th August, at 10 a.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All Damaged Packages must be left in the Godowns, where they will be examined at 9.30 a.m., on 4th August.

No claims will be admitted after the 8th of August, 1909, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LOYD, MELOCHERS & CO., Agents.

Hongkong, July 28, 1909.

957

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Company's Steamship, Asama Maru, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared before the 4th August, will be subject to rent.

No Fire Insurance has been effected.

Damaged Packages must be left in the Godowns at their risk, and the Consignees of the On's responsibility as an expedient house. All claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Bills of Lading will be countersigned by the undersigned.

NIPPON YUSEN KAISHA, Agents.

Hongkong, July 28, 1909.

961

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP LALMOX, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared before the 4th August, will be subject to rent.

No Fire Insurance has been effected.

Damaged Packages must be left in the Godowns at their risk, and the Consignees of the On's responsibility as an expedient house. All claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Bills of Lading will be countersigned by the undersigned.

NIPPON YUSEN KAISHA, Agents.

Hongkong, July 28, 1909.

962

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TOREIN, Captain CHABONNET, will be despatched for the above ports on MONDAY, the 2nd August, at about 6 p.m.

P. DE CHAMPFORDIN, Agent.

Hongkong, July 28, 1909.

963

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malayan Coast).

THE Steamship WELSH PRINCE, will be despatched for the above ports on SATURDAY, the 14th August, 1909.

For Freight or Passage, apply to

ARNOLD, KARRER & CO., Agents.

Hongkong, July 1, 1909.

964

INDRA LINE, LIMITED.

FOR NEW YORK.

THE Steamship INDRAWADI, Captain W. GRAY WILKINS, will be despatched for the above ports on SATURDAY, the 14th August, 1909.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 24, 1908.

965

THE H.A.L. Steamship PORTLAND, Captain MATHESON, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Any Cargo impeding the discharge will be landed into the Godowns and/or extra Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

All Claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Bills of Lading will be countersigned by the undersigned.

HAMBURG-AMERICA LINE, Agents.

Hongkong, July 30, 1909.

966

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship, Kiangsu, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Any Cargo impeding the discharge will be landed into the Godowns and/or extra Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

All Claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Bills of Lading will be countersigned by the undersigned.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 27, 1909.

967

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship, Kiangsu, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Any Cargo impeding the discharge will be landed into the Godowns and/or extra Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

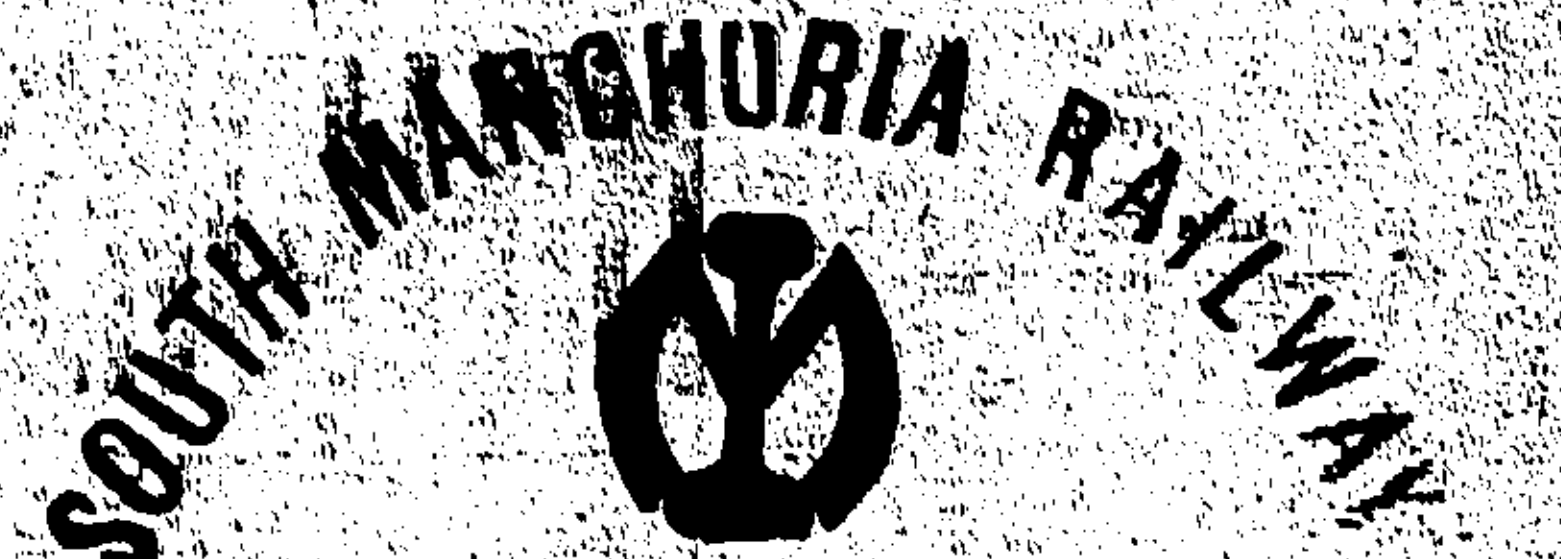
All Claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Bills of Lading will be countersigned by the undersigned.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 27, 1909.

968



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2,377 tons each) as follows—

NORTH-BOUND.

Leave—Shan-hai (Steamer)	Thursday	Monday or Sunday	Monday or Sunday
Arrive—Dairen " " " " " "	Saturday	Tuesday	Tuesday
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